

INFORMATION REPORT

25X1A

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25X1X

SOURCE

1. According to orders of the Soviet High Commission, the following eastbound shipments were dispatched from Frankfurt/Oder between 16 February and 16 March 1954:

25X1X

Date in February	Loaded Trains	Empty Trains for Grain	Empty Trains of Gondola Cars
16/17	3- 8/134	4-10/215	3- 4/162
17/18	3- 7/100	4-10/214	2- 3/107
18/19	3- 6/127	5-14/267	3- 5/162
19/20	1- 2/ 56	4-11/201	3- 2/144
20/21	5-13/189	6-15/318	2- 3/108
21/22	2- 5/ 96	5- 8/252	3- 4/158
22/23	2- 5/101	5-13/271	1- 6/ 56
23/24	3- 9/117	2- 5/109	3- 4/150
24/25	3-99/140	3- 7/146	3- 5/157
25/26	3- 9/127	3- 7/159	3- 5/164
26/27	3-11/173	3- 7/159	3- 5/164
27/28	4- 7/149	5-15/265	3- 3/168
28/ 1 March	3-11/174	3- 9/166	3- 5/167
1/ 2	6-18/153	6-15/325	2- 3/110
2/ 3	3- 7/175	4- 5/219	3- 4/167
3/ 4	4-10/175	4-10/216	3- 4/159

25X1

SECRET

25X1A

- 2 -

4/ 5	3- 9/101	6-12/360	3- 3/170
5/ 6	3- 7/134	5-13/239	3- 6/164
6/ 7	4-10/158	4-11/217	3- 5/165
7/ 8	2- 5/ 96	5-11/270	3- 5/153
8/ 9	1- 3/ 37	3- 6/167	2- 3/169
9/10	2- 6/ 98	-	3- 6/164
10/11	3- 7/133	-	3- 4/158
11/12	3- 9/101/18 empty	-	2- 3/114
12/13	4-14/135	1- 3/ 54	2- 2/106
13/14	3- 7/145	2- 8/106	3-11/144
14/15	3- 3/123	2- 3/106	3- 4/155
15/16	4- 7/184	2- 6/112	3- 5/158 1

Note. The figures listed indicate: Number of trains - Number of cars for escort personnel, Number of cars.

Of the load trains dispatched between 1 and 16 March, 6 trains carried "Masse" and were assigned index figure 69, 2 trains carried gasoline and had index figure 38, and 40 trains carried export goods and were assigned index figure 39.²

2. According to orders of the Soviet High Commission, the following eastbound loaded shipments were dispatched from Kuestrin-Kietz between 16 February and 16 March:

Date in February	Cars	Number of Cars for Escort Personnel	Cars
16/17	1	2	56
17/18	2	8	110
18/19	1	3	56
20/21	1	2	47
21/22	1	2	57
25/26	2	4	105
27/28	1	3	45
1/2 March	1	3	53
3/4	1	3	56
7/8	1	3	56

SECRET

25X1

25X1

SECRET

25X1A

- 3 -

9/10	1	3	56
11/12	1	3	51
13/14	1	6	57
15/16	1	2	57
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25X1

3. Shipments entering East Germany via Guben, Forst and Horka in February 1954 totaled 25,372 carloads carrying 543,539 tons, including 24,954 cars with 536,303 tons of coal and 115 cars with 1,762 tons passing through the [redacted] transit.

4. Shipments entering East Germany via Forst included a daily average of 7 trains with coal between 12 and 28 February; a total of 4,517 gondola cars with 97,116 tons of hard coal; 310 gondola cars with 6,200 tons of coke to Ziltendorf; and 399 gondola cars with 7,900 tons of coke to various railroad stations all of them arriving between 1 and 15 March.

25X1

5. [redacted] average of 4 trains daily arrived through Guben and a daily average of 9 trains with coal [redacted] through Horka to mid-March.

25X1A

1. [redacted] Comment. Soviet shipments through the Frankfurt/Oder and Küstrin border stations are ordered by the Soviet transport control headquarters attached to the Berlin railroad headquarters. During the reported period, 8 to 13 eastbound trains daily passed through Frankfurt/Oder. This volume of traffic is considered as normal.

25X1A

2. [redacted] Comment. Index figure 69 and [redacted] block are assigned to uranium ore shipments to the USSR. Index figures 38 and 39 are used for gasoline and export shipments respectively.

25X1

25X1A

3. [redacted] Comment. In February 1954, the daily railroad coal consumption quota was fixed at 26,300 tons of briquette units, including 23,300 tons for use by locomotives and 3,000 tons for shops. [redacted]. The total of 536,300 tons of hard coal imported to East Germany in February 1954 represent 804,450 tons of briquette units i.e. 30.6 days' requirements. This quantity would just have sufficed for railroad requirements not counting the large requirements of the east German industry and shipping. Because of this situation, coal requirements of locomotives in East Germany are to be met 30 to 40 percent by brown coal briquettes.

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